

GALT TRAFFIC



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CLEAR THE RUNWAY!

This month we all mourned the loss of our snow plow which just laid down one day and died of a broken transfer case. But we're happy to report that Pat is now roaring up and down 09/27 in a big white GMC 'dumper' that only a fool would challenge for the right-of-way. (Careful, it has no radio and a large blind spot behind.) Pat promises that *there's snow more problem.*

EAA 932 MEETING FEB 21

Visitors are welcome (without obligation) to attend our February meeting at Galt on Saturday the 21st at 10:00 am. Afterwards, we'll motor over to the Marengo area for lunch and an update and look at Mike Kellner's **B-17 project**. (Yes, the one that used to be at Galt.)

GRAND GENEVA RESORT

See the February issue of *Private Pilot* for a big four page spread on the rejuvenated Grand Geneva Resort (formerly *Americana*, formerly *Playboy Club*) at Lake Geneva. Ten-ces ever in pursuit of the "hundred dollar hamburger" will be glad to hear that their business is being actively solicited by the new management. It's not back on the sectional yet but y'all know where it's at. Unicom (CTAF) is 122.8. Rwy 05 is right hand traffic and Rwy 23 left, because of a private strip immediately north of the airport. Rwy 05 has a 250' displaced threshold but the usable length is still 3,850', plenty long enough for your *Funk or Flyer*. A recent chat with the airport manager revealed big plans for '98; fly-ins on Memorial Day, Father's Day, the 4th of July, Labor Day, a pre-OSH fly-in, and a "Taste of Grand Geneva" fly-in on Oct. 10 -- check our fly-in calendar for more info as the season progresses.

The airport is being operated by Aviation Services, Inc. of Marshfield, WI. There are no

landing fees. You can walk the half mile to the lodge and restaurants or they'll be glad to call the van to give you a lift. Hours are 9 - 5. There's a phone for after hours service. Check 'er out.

IS YELLOW ON BLACK WHERE YOU'RE AT? YES.

Runway incursions are a problem that just won't go away, in fact it's getting worse. **Be careful**, the FAA is hot on this and will come down on you hard if you mess up!

It may sound a little silly, but a big part of the problem is pilots simply not knowing exactly where they are. (Don't say lost.) Anybody who's done much flying knows that finding ones way around a strange airfield is sometimes the trickiest part of the trip.

Let's try to help alleviate this dangerous situation. Consider the following:

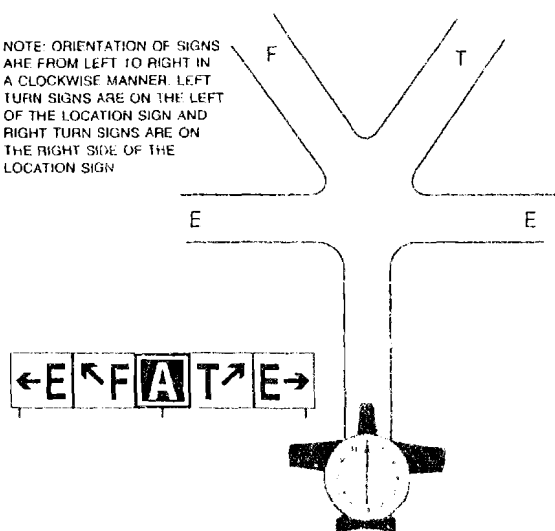
As in all things, planning can solve most problems before they occur. Before start-up or before it's time to contact approach control, review your airport diagram on the approach plate or in your airport directory. What is your likely routing? Where are the potential conflicts? What runways might you cross? If you're not sure where you're going (or where you are) ask and request progressive taxi instructions. *Be cooperative and courteous, but don't let yourself be rushed or intimidated by a busy (and maybe a little frantic) controller.*

More and more airports are complying with ICAO standards for nomenclature, markings and signage. (JVL & ENW are nearby good examples.) There are no more "inners", "outers" and "scenic routes"; just "Alphas", "Bravos" and "Charlies".

Take a peek at the AIM, Chapter 2, Section 3, "Airport marking aids and signs". They've made it easier than ever (honest). Red & white signs are like "**stop**" signs -- they're mandatory, like runway hold short signs. Location signs are yellow on black and direction signs are black on yellow. Allow us to end a sentence with a preposition just this once to help you remember which is which: "Yellow on black is where you're at" (*black on yellow is some other fellow*).

(continued)

NOTE: ORIENTATION OF SIGNS ARE FROM LEFT TO RIGHT IN A CLOCKWISE MANNER. LEFT TURN SIGNS ARE ON THE LEFT OF THE LOCATION SIGN AND RIGHT TURN SIGNS ARE ON THE RIGHT SIDE OF THE LOCATION SIGN



Where are you?

Northbound on Alpha approaching Echo

FIRST SOLO/NEW RATINGS

Congratulations to **Eric Gohler** on his first solo January 11, 1998. Congratulations also to new private pilots **Phil Carlisle** and **Geoff Godshall**. We wish you all many happy and safe hours aloft!

WHEN THE AIRLINES WENT TO WAR

Robert J. Serling, author of *The Left Seat*, *The Probable Cause*, *The Electra Story* and many other great aviation books has a new one out. "A must-read book for aviation fans and World War II history buffs, *When The Airlines Went to War* (Kensington Books, \$24) offers a fascinating view of how a fledgling industry developed into a crucial military operation, and how it came out of the war not only victorious, but ready to change the shape and pace of air travel forever."

Serling tells of the roles played by U. S. carriers drafted into the Air Transport Command (ATC) and Naval Air Transport Service (NATS). This was the first global airlift in history, operated at the start almost entirely by the airlines. The airlines also were the principal trainers of ATC and NATS flight and ground crews. Serling spins a flying yarn that makes you feel like you're there, whether it's flying up a fjord in an ice laden C-47 on a one way approach into a box canyon, or maybe flying over steamy South American jungles in C-87s that had the nasty characteristic of occasionally exploding in flight. You'll also fly the "hump" in overloaded C-46s and go to Yalta with FDR in his C-54, "Sacred Cow" (Recently restored and waiting for you at the USAF Museum in Dayton). Serling's book is more than a history -- it's an adventure!

AOPA's AVIATION USA

Have you received your 1998 edition of the AOPA airport directory yet? They're in the mail. This book is practically worth the cost of an AOPA membership alone -- every aircraft should have one on board.

Did you know the directory is also available on CD-ROM? "The disk contains AOPA's entire database of more than 7,400 landing facilities; 21,600 restaurants and hotels; 8,800 car rental and taxi services; and 4,300 FBOs -- making it the most comprehensive electronic directory available for U.S. pilots. An easy-to-use tool bar and click-on "check boxes" allow searches for on-airport services such as restaurants, self fueling, camping, and flight service stations; pilots can specify runway and services criteria." There is an additional wealth of information in the *Source Book* portion of both the book and the CD.

Order the CD from Sporty's Pilot Shop at 800/543-8633. The price is \$27.50 for members, \$39.95 for nonmembers.

WATER FLYING SEMINAR

Mark your calendar -- March 30, 7:00 pm at Galt. Plan to attend our water flying informational seminar with Vern Jobst and other knowledgeable who will entertain you and answer your questions. In the meantime, visit the Seaplane Pilots Association at www.seaplanes.org

THOUGHT FOR THE MONTH

FBOs are closing at the rate of more than one a week. With the new underground fuel storage rules effective in December, an additional 250 to 300 will shut down. Support the organizations that support them/us:

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

1998 PLANNER

EAA 932 at Galt: Water Flying Sem. Mar. 30; Bomb Drop May 16; OSH weekend work party Jun 20-21; 2nd annual Big Pig Roast Aug. 15; several other activities to be finalized.

Apr 19 - 25 Sun 'n Fun Lakeland, FL

Jul 18 & 19 United States Airshow Dayton, OH

Jul 29 - Aug 4 Oshkosh '98 Oshkosh, WI

>Jul 24 - 30 Farnborough Int'l. '98 U.K.< (change)

Sep 17 - 20 Reno Air Races Reno, NV

Oct 23 - 25 AOPA Expo '98 Palm Springs, Ca.

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